

6.0 Transportation

GOALS

Provide a safe, convenient, reliable and integrated transportation network to move goods and people to, from, and within Haines Borough.

Ensure access to work, school, services, facilities, and for hunting, fishing, subsistence and recreation.

Continue to build on Haines' position as transportation hub, with its road connection, ferry terminal, and deep water port.

Haines is one of the few communities in Southeast Alaska that is connected to the continental road system. The Alaska Marine Highway System ferry terminal, cruise ship dock, small boat harbor, Port Lutak industrial dock, airport, Port Chilkoot Dock and more facilitate transportation of people and transshipment of goods. These facilities are used by many local surface, air and marine-oriented businesses.

The community's function as a transportation hub is one of Haines' unique assets, and continuing to develop and improve interconnected transportation infrastructure will strengthen the local economy. An additional asset is the compact nature of Downtown Haines with residential areas, schools, stores, services, and recreation opportunities all easily accessed on foot or by bike.

The condition, use, future needs and improvements for each facility integral to the Haines Transportation network is reviewed including the:

- State and local roads and bridges
- Facilities for non-motorized transportation
- Airport and float plane bases
- Marine transportation
- Parking [not currently written up]

In the Community Opinion Survey residents were asked about their support for various improvement projects, many of which involve transportation (Table 6.1). Road widening, ditching, maintenance and other general improvements was supported by 90% of respondents and was the improvement project that received the highest level of support.

Table 6.1 Support for Haines Transportation Improvement Projects

	Support	Oppose
Road widening, ditching, maintenance, and other safety improvements throughout the Borough.	90%	6%
Boat harbor improvements to the south including a breakwater, drive down ramp and work float, and moorage for new vessels.	75%	12%
Expand Port Lutak industrial dock to allow for more marine commerce.	71%	23%
Building a continuous pedestrian path from Picture Point to the Cruise Ship Dock 62% support.	62%	27%

6.1 The Numbers - Travelling to Haines

Visitors and residents arrive in Haines by road, ferry, fast ferry, private boat, scheduled flight, or chartered flight (see Table 6.2).

The number of people arriving on the Haines Highway has steadily declining over the last 10 years, with a decline of 17% between 2000 and 2010. Over the past ten years, the number of travelers arriving by ferry dropped 15%, but since 2005 has been rebounding slowly. Reflecting this trend, the number of ferries arriving in Haines annual has decreased from 613 in 2000 to 574 in 2010. In 2000, 95 cruise ships visited Haines and in 2001, that number dropped to 27 in 2000. This created an 83% drop in cruise ship passenger arrivals from 2000 to 2010. Only arrivals by airplane have been increasing, with a 17% increase from 2005 to 2010. [Add fast ferry trends when new information is available. Also totals, if we get more fast ferry numbers.]

Table 6.2 Passenger Arrival Statistics by Mode of Travel

	2000	2005	2010	00-05 Change	05-10 Change	00-10 Change
Vehicles						
Entering Haines	44,380	40,893	36,806	-8%	-10%	-17%
AMHS						
Entering Haines	38,779	32,223	32,987	-17%	2%	-15%
Sailings	613	591	574	-4%	-3%	-6%
Cruise Ships						
Tourists	187,397	31,968	30,850	-83%	-3%	-84%
Crew	72,574	16,680	13,408	-77%	-20%	-82%
Total Passengers	259,971	48,648	44,258	-81%	-9%	-83%
Air Enplanements						
Entering Haines	-	8,511	9,858	-	16%	-
Fast Ferry Haines-Skagway						
Entering Haines	-	-	43,255	-	-	-

6.2 State and Local Roads and Bridges

Haines is connected to the continental road system via the Haines Highway and has an extensive road system, with many roads that are in need of maintenance and upgrades. As shown on Map 6-1, several road segments in downtown Haines are not paved. Many residents see the resurfacing and maintenance of the community's roads as the Borough's most important improvement projects.

The Alaska Department of Transportation and Public Facilities (ADOT&PF) owns many of the community's important connector roads including the Haines Highway, Mosquito Lake Road, Old Haines Highway, Sawmill Road, Piedad Road, Comstock Road, Allen Menaker Road, Allen Road, Union Road, Main Street, a portion of Front Street, Lutak Road, Mud Bay Road, and Small Tracts Road. The Borough owns the remaining roads. **[Maintenance responsibilities?]**

Projects that are currently funded for design and construction through the Stateside Transportation Improvement Program (STIP) are: the replacement and transfer to the Borough of the Klehini Bridge; replacement of the Chilkat Bridge and reconstruction of Haines Highway MP 21-25.3; and the reconstruction of Haines Highway MP 3.5 to 21. Reconstructing and adding sidewalks to Allen Road between Main Street and Old Haines Highway has also been funded through the ADOT&PF general fund.

ADOT&PF plans to complete the following projects in 2012:

- Second Avenue, from Main St to Union St – reconstruction, replace sidewalks on both sides.
- Main Street, from Front St to Union St – rehabilitate pavement and replace sidewalks where they are in bad shape or do not meet ADA.
- Old Haines Highway, from Third Ave to Y intersection – new sidewalks where missing, repairs to existing sidewalk
- Front Street and Mud Bay Road – build new four way stop to replace Y intersection.
- Beach Road, from Mud Bay Road to Soap Suds – add sidewalk. Widen shoulder from Soap Suds to State recreation area.

In the 2010 STIP project nomination process, the Borough listed the following projects as priorities:

- Phase II Roads: Reconstruct Third Avenue from Old Haines Highway to Union, pave 1st Avenue, Willard and Mission Streets
- Phase III Roads: Reconstruct and resurface 4th, View and Lynnvue

In 2010, the following projects were listed as the Borough's priorities for addition to the STIP needs list (the wish list for potential future funding through the STIP):

- Mud Bay Road: Construct wayside, interpretation & access to tidal flats
- Mud Bay Road Shoulder Improvements: Old Haines Highway to intersection with 3rd
- Second Avenue Sidewalks: Old Haines Highway to Mud Bay Road
- Chilkat State Park Road Rehabilitation
- Ripinski Trailhead Reroute
- Townsite Bike Paths

- Phase IV Roads: Totem St., Blacksmith St., Portage Drive, Soap Suds Alley: Reconstruct and resurface
- Phase V Roads: Fair Drive East & Fair Drive West: Subgrade rehabilitation, bike paths and resurface
- Phase VI Roads: Oslund Drive, Young Road, Skyline Drive, Highland Drive: resurface; Reconstruct and resurface Muncaster St. and Bjornstad Drive.

Need to add information about Scenic Byway designation & opportunities

Need to add information about issues related to state ownership of downtown streets.

6.3 Non-Motorized Transportation

As downtown Haines is fairly compact, residents can walk and bike to many community destinations. Pedestrian use both sidewalks, where they exist, as well as off-street trails (see Map 6-x). Some stretches of road, such as along the Haines Highway and Lutak Road have wide, paved shoulders that can be used by cyclists for both recreation and commuting.

Many residents, including seniors and young people depend on non-motorized transportation to get around. Also, three of the top six most popular recreation activities (hiking, walking, and biking) involve trails, bike lanes and sidewalks. For these reasons, as well as to encourage a healthy and active lifestyle it is important for Haines to continue developing facilities for local walkers and bikers. This section focuses on facilities that will help walkers and cyclists get from home to community destination, but there is some overlap with recreation projects.

In 2011, sidewalks were added on Beach Road from the Port Chilkoot Dock to Front Street and on the Old Haines Highway from Front Street to Third Avenue.

A Safe Routes to School Plan is underway in Haines. [Need to add details about this process and the recommendations to come out of it.]

In 2010, a Downtown Haines Revitalization Plan was completed. This Plan recommended rebuilding the sidewalks along Main Street to at least two feet wider, provide pedestrian amenities such as bench and landscaping, and improving pedestrian safety at crosswalks. Several plans have identified an improved pedestrian connection from the Battery Point trailhead to Picture Point as a non-motorized need.

Recommended improvements to the pedestrian network include:

1. A continuous pedestrian connection from Picture Point to the Cruise Ship dock
2. Sidewalks or a separated path along the Old Haines Highway from 3rd Ave to Union St
3. Sidewalks along Union Street to 2nd Avenue
4. Reconstruction of Main Street sidewalks
5. Recommendations from Safe Routes to School work _____

Wide paved shoulders have been added from Downtown along the Haines Highway to the airport and along Lutak Road to ferry terminal. Adding wide paved shoulder on the following

streets would improve conditions encourage more bicycle commuting, enhance safety for local cyclists, and add recreational opportunities:

1. Old Haines Highway from the airport to the border
2. Small Tracts Road
3. Mud Bay Road
4. Lutak Road from the ferry terminal to Chilkoot Lake State Park
5. 3rd Avenue from the Old Haines Highway to Mud Bay Road

6.4 Aviation

Haines Airport

The state-owned Haines Airport is located on the Haines Highway approximately three miles from downtown. There are currently two companies providing daily scheduled service to Juneau and Skagway and several other companies offering charter service. The runway is 4000 feet long and is an asphalt surface in good condition. The runway is long enough for most private jets and the planes currently used for medivac so an extension to the runway is not planned at this time.

The ADOT&PF leases lots adjacent to the terminal and there are currently several private hangars and several vacant lots that could be leased for future development. ADOT&PF is currently in the design phase of a project to improve drainage and rehabilitate failing pavement on apron, taxiways and runway. Fencing and lighting to improve safety and security may be part of this project. A building to store sand, chemicals, and maintenance equipment is also needed to improve airport operations.

Seaplane Bases

There are currently two public float plane bases in the Borough, one in the small boat harbor and a one at Excursion Inlet. The seaplane float in the small boat harbor was turned over to the Borough along with the rest of the harbor. [Condition?] The Excursion Inlet float was upgraded with a used float several years ago. [Verne did not know current ownership; maybe Borough].

6.5 Marine Transportation

Small Boat Harbor

[Need to add information about current users, waiting list, expansion plans]

Port Lutak Industrial Dock

Unlike any other Southeast Alaska community, Haines is an ice-free, deep water port with a highway connection to Canadian territories and Alaska's interior. It offers the shortest

protected route for shipping cargo from west coast ports to interior Alaska and northern, western and central Canada.

The Port Lutak dock is located approximately 4 miles from downtown Haines and receives one barge per week delivering cargo from lower 48. The Borough owns a western portion of a port facility. This 760 linear foot section is currently utilized by Alaska Marine Lines for general container loading, staging and storage. The borough leases additional space to Delta Western for fuel transfer and storage. The State of Alaska owns the eastern portion of the dock, a distance of approximately 280 linear feet.

The Lutak Dock generated \$117,000 in FY09 from fuel tariffs, cargo tariffs and rent. Primary clients are Alaska Marine Lines and Delta Western. The intended use of the Lutak Dock is to develop a deep water loading port with expanded capability to handle both import and export cargo. With improvements to the existing infrastructure and expansion of the dock and work area, the Haines Borough will be positioned to capture revenue sufficient to sustain the facility.

The Haines Borough is working on a long term development plan for the Lutak Dock and is seeking support to commission a port development plan that assesses traffic, port and supply chain competitiveness, short-medium- and long- term options, models, risks and governance.

The Lutak Dock is a closed cell sheet pile dock with a concrete cap along the seaward perimeter of the cells. Several repairs have been completed but a number of small scale failures motivated the Borough to undertake a condition assessment of the facility in 2010. PND Engineers, Inc. performed a field inspection and condition assessment of the Lutak Dock and other Haines marine facilities in early 2010.

The long term plan involves:

- Rehabilitation of approximately 700 feet of existing dock face.
- Extending the dock face an additional 700 feet.
- Providing maximum useable area between the dock fact and Lutak Road.
- Providing a method for offloading heavy lift loads (up to 1 million pounds)
- Maximizing the use of leasable land for storage.
- Dredging to allowing standard container vessels to unload at dock face.
- Providing port security and amenities.
- Consideration of a sport boat launch ramp

The improvements listed above would allow the Borough to generate more revenue from the off-loading of tankered fuel and equipment shipments. There is also the potential to generate Borough revenue from the construction of the Alaska Natural Gas Pipeline and future mining projects in the Haines Borough, the Yukon Territory, and northern British Columbia.

Alaska Marine Highway System (AMHS)

AMHS annual traffic peaked statewide in the early 1990's with a high of almost 425,000 passengers. Ridership then declined to a low of 282,000 passengers in 2005. Marketing and other factors resulted in a gradual increase in passengers since 2005. Reflecting system wide

trends, the number of passengers and vehicles arriving in Haines by ferry dropped from a high of 45,346 in 1992 to a low of 29,759 in 2006. Since then, passenger numbers have been generally increasing with some annual variation.

The number of ferries stopping in Haines has varied depending on the AMHS schedule and the number of ferries in service during any given year. DOT&PF is currently working on updating the Southeast Area Transportation Plan, which will provide a framework for state investment in regional transportation over the next 20 years. Alternatives contemplated include adding new Alaska Class ferries, discounting ferry service to Bellingham and across the Gulf of Alaska, or running a shuttle ferry to Haines from the end of the proposed Juneau access road at the Katzehin River. Any of the alternatives would have a significant impact on travel to Haines via the AMHS.

DOT&PF is currently in the design phase of a series of modification to the Haines Ferry Terminal. The project will involve replacing sheet piles with a rip-rap slope and installing new mooring dolphins and fender system. Dredging the existing berth and expanding the staging area, including the relocation of the storage building will also be part of this work. It is expected that construction will take place in FY12.

Letnikof Cove Small Boat Harbor

Chilkat State Park Boat Launch

6.6 Rail Connection

A private developer has been pursuing development of a rail line to connect Haines to Delta Junction.

[Need to add more detail about this project.]

6.7 Current Transportation Needs List

Table 6.3 shows the projects listed on the current STIP needs list. High scoring projects from this list may be promoted to the STIP, which means that they will be funded and scheduled. The projects on the needs list have been added by the Borough and State and there is often some overlap between projects.

Table 6.3 Haines projects on ADOT&PF Needs List

Road Network	Project Description
Local Roads Phase II	Reconstruct Third Avenue from Old Haines Highway to Union, pave 1 st Avenue, Willard and Mission Streets
Local Roads Phase III	Reconstruct and resurface 4 th , View and Lynnvue
Mud Bay Road	Construct wayside, interpretation & access to tidal flats
Mud Bay Road	Shoulder Improvements from Old Haines Highway to intersection with 3 rd

Chilkat State Park Road	Chilkat State Park Road Rehabilitation
Local Roads Phase IV	Reconstruct and resurface Tower Rd, Battle Rd, Blacksmith St., & totem St.
Local Roads Phase V	Resurface Muncaster St., Bjornstad Drive, Osulnd, Young, Skyline and Highland.
Local Roads Phase VI	Fair Drive East & Fair Drive West: Subgrade rehabilitation, bike paths and resurface.
South Creek Bridge	Upgrade South Creek bridge on road that connects cannery area with the south subdivision.
Chilkoot Estates	Plan and build Chilkoot Street, Chilkoot Court, and Chilkoot Loop, including sidewalks, curb, and gutter.
Haines to Skagway Highway	Design and build a highway from Lutak Inlet to Skagway, approximate distance 35 miles.
Haines Highway	Front to Union. Rebuild road and improve drainage and pedestrian facilities.
Haines Highway	Reconstruction MP 3.5-25.3; widen, improve road side and drainage.
Haines Highway	Reconstruction MP 3.5-10.5; widen, improve road side and drainage.
Haines Highway	Reconstruction MP 3.5-21; widen, improve road side and drainage.
Haines Highway	Reconstruction MP 10.5-17; widen, improve road side and drainage.
Haines Highway	Reconstruction MP 17-21; widen, improve road side and drainage.
Haines Highway	Reconstruction MP 21-23.5; widen, improve road side and drainage. Replace Chilkat Bridge.
Haines Highway	Reinforce revetment at MP 35 – 37
Chilkoot Bridge	Construct a new crossing of the Chilkoot River
Weigh Station	Construct a new weigh station on the Haines Highway
Non-Motorized	Project Description
Second Ave Sidewalk	Narrow road and add curb, gutter, and sidewalk on the east side of Second Avenue between the Old Haines Highway and Mud Bay Road.
Klukwan: Jilkaat Kwaan Trail	Interpretive trail starting at the parking lot of the new cultural center and looping around on the Haines Highway and Chilkat Avenue.
Mud Bay Road Beach Access	Construct a wayside at Mile One Creek including a parking area and an accessible route to the tidal flats.
Old Haines Highway Sidewalk	Construct sidewalk, curb and gutter on the north side of the Old Haines Highway from the base of the hill (front Street) to Third Avenue. Include a connection north along the right-of-way for First Avenue.
Old Haines Highway Path Construction	Construct a path along the south side of the Old Haines Highway from Third Avenue past the school to Fair Drive.
Haines Ferry Terminal	Make and install interpretive exhibit. Design and construct pedestrian and bicycle facilities to enhance the AMHS.
Ripinski Trailhead Reroute	
Townsite Bike Paths	From STIP memo. Should specify.
Ports & Harbors	Project Description
Portage Harbor	Add breakwater, launch ramp, and expand parking lot.
Lutak Dock	Expand dock for use during gas pipe line construction.
Portage Harbor	Replace floats.
Excursion Inlet	Install trestle brace and bumper boards for continued stability of harbor.
Portage Cove	Add parking area
Portage Cove	Add restrooms.
Portage Cove	Add boat launch.
Portage Cove	Expand floats and relocate breakwater.
Lutak Dock	Replace fenders.
Harbor Repair	Replace grid, concrete ramp, water lines, and gangway.
Letnikof Cove	Repair approach float, and replace launch ramp, floats, and coverings.
Aviation	Project Description
Seaplane Float	Existing float in the small boat harbor needs replacement.
Expand Apron	Construct 500 feet by 225 feet apron expansion to provide additional capacity.
Airport Runaway Expansion	Expand runway an additional 1000 to 1500 feet to provide a total runway length of 5500 feet.

Sand and Chemical Storage Building	Construct new sand and chemical storage building at the airport.
Excursion Inlet Seaplane Base	Replace Excursion inlet seaplane base
NGP Apron Expansion	Improve drainage and rehabilitate failing pavement on apron, taxiways and runway. Install fencing and lighting on apron edges. Pavement on apron, runway and sections of taxiway has low PCI and will require resurfacing in the next few years. Subsurface drainage structures have shown uneven settling and frost heave causing humps in the pavement and poor drainage. Fencing along the apron has been damaged by frost heave and lighting is required for safety and security.
AMHS	Project Description
Haines Terminal	Install two additional dolphins for port-to mooring, re-top the catwalk
Haines Terminal	Modify the Haines terminal to support shuttle ferry operations
Haines Terminal	Construct end load births at the ferry terminal.
Katzehin Terminal	Construct new terminal for shuttle ferry.
Haines Shuttle Terminal	Build a new terminal to support the shuttle ferry.

6.8 Borough Transportation Improvement Priorities

The Comprehensive Plan will have a table listing the Borough’s priority transportation projects along with the economic justification for each one. During the STIP process, where funding decisions are made, projects get more points if they are listed in a community’s Comprehensive Plan and will boost the local economy.

[Complete Table 6.4]

Table 6.4 Borough Transportation Improvement Priorities		
Project	Project Description	Economic Justification
High Priority		
<i>EXAMPLE: First Avenue</i>	<i>Pave First Avenue</i>	<i>Improve access for seniors housing, health clinic and local businesses. Will reduce maintenance costs for the Borough.</i>
Medium Priority		
Low Priority		

Transportation Comments from Town Meeting

Transportation

Bike and walking lanes and signage for routes

Sidewalk for kids to and from school

Lighter-than-air ships

Bike/walk paths not on the roadway

Try to use the safe routes to schools funds before the disappear

Bicycle parking downtown. Centralized lock -up spot for people out the highway and Mud Bay. Possibly covered?

Bike racks on Main Street

Do visually acceptable road brushing not like the mess that was done last year that looked terrible. Especially along scenic routes and the byway.

Bike trails for alternative transportation.

Appreciate keeping the walk from Main to the school via old school lot open in winter with snow machine track.

Also walking path from seniors center through the park to the post office should be keep usable all winter.

Bike racks at trailheads.

Railroad Haines to Delta Junction - AK Midland RR? May have been surveyed for RR grade years ago.

Develop a walkway on ocean side. Preserve beaches and oceanfront for enjoyment.

The town needs a non-motorized community plan.

Cross peninsula greenway.